

Large Truck Safety



State of Wisconsin 2006

LARGE TRUCK and BUS SAFETY PROGRAM PLAN

Motor Carrier Safety Assistance Program (MCSAP)



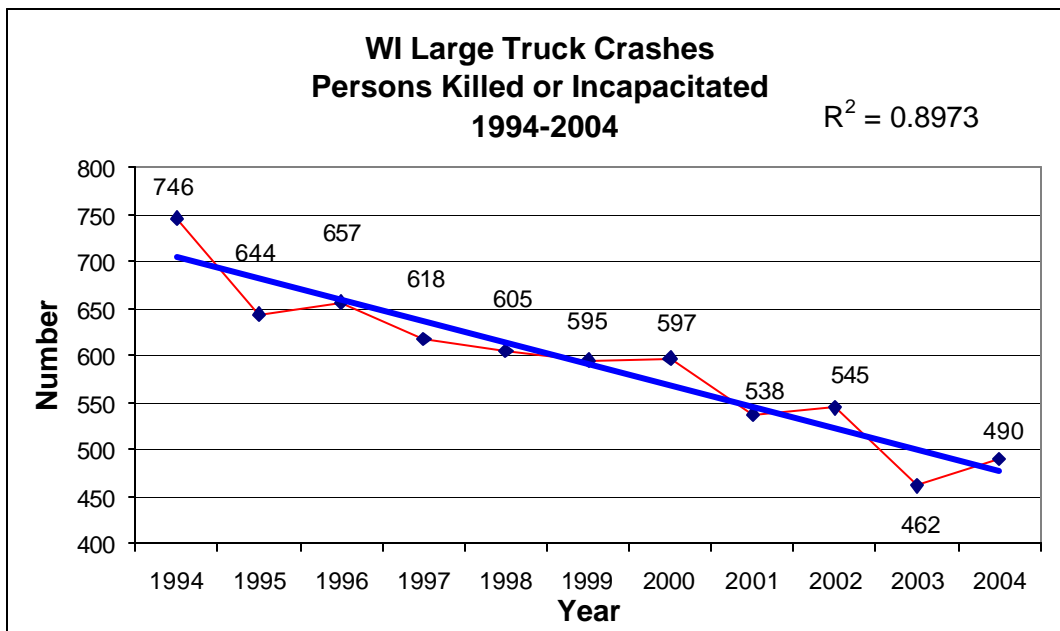
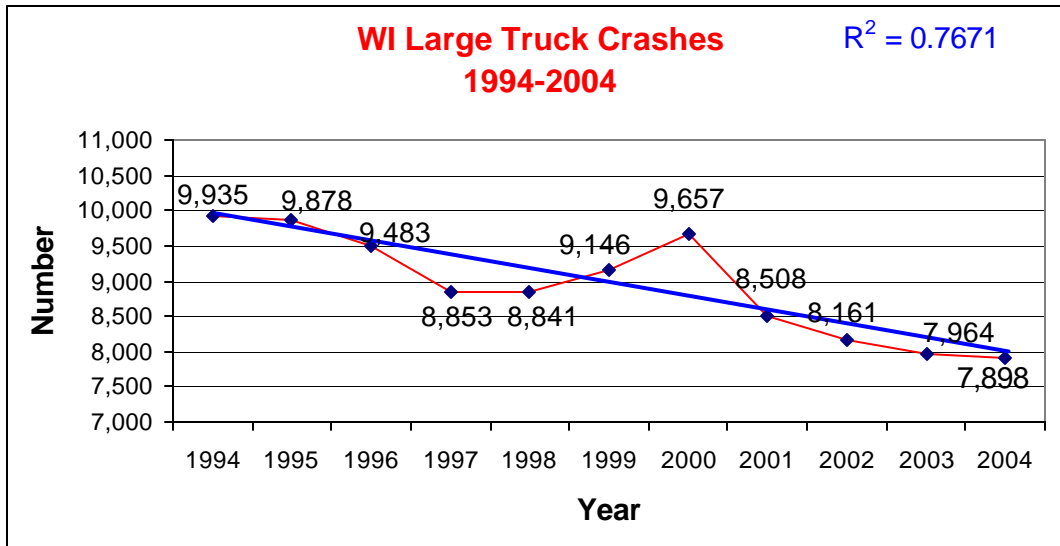
Problem Statement and Program Justification

Though it has long been reported that automobile drivers are largely at fault (a reported 65% as provided by FMCSA) in car/truck crashes, testimony has been given to the U.S. House of Representatives, both by the Federal Highway Administration and NHTSA, that “Driver error has been identified as a major cause of all vehicle crashes, with truck driver errors cited as contributing to 28% of fatal crashes involving one large truck and one passenger vehicle.”

7,898 large truck crashes were reported in Wisconsin in CY 2004. These crashes resulted in 111 deaths and 3,042 injuries – of which 379 were A-injuries or incapacitating injuries. Using Department figures, this equates to nearly a quarter billion dollars in economic loss.

Large truck crashes are a public health problem that affects the trucking industry and its drivers, occupants of passenger vehicles, pedestrians, cyclists, the insurance and health communities, and untold other groups. Though not the only factor, driver behavior has long been thought to be a major factor in the number of crashes.

The MCSAP is a national program, implemented to reduce the number and severity of commercial vehicle crashes. It receives 80% of its funding through the Federal Highway Administration (FMCSA). The primary goal is to improve highway safety by reducing the rate of truck-related fatalities. Core MCSAP activities include vehicle and driver inspections, traffic enforcement, and audits of carriers – both Compliance Reviews and New Entrant Audits.



Performance Goal Decrease large truck crash-related deaths to 95 by 2008.

Performance Measures

- Large truck-related crashes will decrease from the 5-year (1999-2003) average of 8,688 to 7,600 by 2006 and 7,400 by 2008, by performing activities that influence driver behavior.

2000 baseline was 9,657; 2004 status is 7,898

- Combined fatalities and serious (A) injuries will decrease to 470 by 2006; 450 K-A injuries by 2008; and to 430 K-A injuries by 2010.

2000 Baseline was 597 persons killed or incapacitated in crashes involving large trucks: 2004 status is 490 KA.

- 35,000 MCSAP inspections with at least 40% (14,000) of inspections done on rural roads, bypass routes, high crash areas and other mobile locations as experience or data directs; at least 90% (18,900) of fixed facility inspections shall be comprehensive inspections
- An educational component will be part of every inspection and audit.
- Targeted traffic enforcement that focuses on violations of the truck driver and drivers of vehicles driving near them will be stepped up.
- Improved data capture and transmission
Phase 1 to begin implementing wireless technologies to transfer motor carrier inspection data directly from the field to State and Federal databases.

Budget \$4,550,000 (MCSAP)

Program Activity Plan:

Enforcement

\$4,150,000 MCSAP

- 250 Compliance Reviews and 850 New Entrant Audits
- Planning for the future of Pre-Pass and the building of new Size/Weight Facilities.
- A 10% increase of TE MCSAP inspections in counties where there are a higher than average number of truck related fatalities – that would include the counties of: Dane, Eau Claire, Jefferson, LaCrosse, Marathon, Marinette, Milwaukee, St. Croix, and Sheboygan. Additionally, a minimum of two special details in each of these counties that coordinates traffic enforcement of trucks and autos
- The Compliance Review and New Entrant Audit programs

Education

\$100,000 MCSAP

- FMCSA large truck crash training local student support \$ 10,000
- Handouts, posters, presentations, conferences, other media campaigns
- Vehicle and carrier safety through driver/vehicle safety inspections – this includes mobile enforcement (especially in high crash counties) that brings visibility and a safety awareness to the trucking industry and the general driving public

Evaluation/Data Improvements

\$300,000 MCSAP

- Publish Large Truck Crash Facts Book \$10,000
- Technologies and processes that advance MCSAP and provide data to FMCSA to update carrier safety records in a timely manner
- Equipment that automates processes and directs resources where most needed
- Data capture improvements and linkages. Monitoring and evaluation will be conducted at the Region level by Motor Carrier Sergeants; at Central Headquarters, by the Program Manager and Bureau Director

Budget Approximations (MCSAP and State funds)

Salary/Fringe	\$3,600,000
Supplies/Equipment/Fleet	\$350,000
Travel	\$200,000
BAS/IT	\$300,000
Educational/Training	<u>\$100,000</u>
Total	\$4,550,000